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SECURITY INFORMATION

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THIS IS UNEVALUATED INFORMATION

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1. Locomotives

3 plans are put forward herewith

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Plan 3. Maximum Plan for 1952 (Prospective Plan).

<u>Damage Group***</u>	<u>Plan 1</u>	<u>Plan 2</u>	<u>Plan 3</u>
L0	900	900	900
L2	924	850	850
L2K	580	580	580
L3	852	930	930

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<u>Damage Group***</u>	<u>Plan 1</u>	<u>Plan 2</u>	<u>Plan 3</u>
<u>L4</u>	<u>890</u>	<u>1,040</u>	<u>1,040</u>
Total	4,146	4,300	4,300
Supplementary Investment	<u>80</u>	<u>400</u>	<u>180</u>
Grand Total	4,226	4,700	4,480

Plan 1 already includes 50 L3's and 25 L4's more than the original Plan, comprising 4,071 locomotives. The locomotive works are in a position to carry out these plans, providing the planned materials are actually placed at their disposal. Plan 2 shows what is really necessary as regards locomotive repairs in 1952 and includes in Damage Groups L3 and L4 a larger number of locomotives in need of repair, namely 154 altogether, and at the same time an additional capital lay out for 400 locomotives from the park of damaged rolling stock. Plan 3 represents the maximum Plan for the works and includes the repair of all locomotives in Plan 2.

This repair capacity can only be reached by the Railroad Repair Shops if the timely supply of materials can be assured, particularly bottle neck materials such as heating and smoke pipes, copper, sheet iron and strip iron for wheels. The repair of locomotives from the park of damaged rolling stock cannot be taken over by the workshops as additional capital investments, but will have to be handed over to industry.

2. Railroad cars

Plan 1. Repair Plan, regarded as the general plan for 1952.

a. Freight cars

Yearly overhaul (JobU) (RAWs)	53,850
Yearly overhaul (JobU) (Lokdepot SN)	1,840
Medium overhaul (MU) (RAWs)	15,000
Main overhaul (HU) (RAWs)	23,838
General repairs (GR) (RAWs)	6,100 (Investment)
General repairs (GR) (VEB)	<u>2,425 (Investment)</u>
Total	103,053

b. Passenger coaches

Yearly overhaul (JobU) (RAWs)	6,818
Main overhaul (HU) (RAWs)	2,002
General repairs (GR) (RAWs)	<u>859 (Investment)</u>
Total	9,679
Supplementary Investment (VEB)	<u>202</u>
	9,881

With regard to railroad car repairs, Plans 2 and 3 have been left out, since on the basis of the authorized Plan everything will be repaired. An improvement in material supplies will enable an appreciable reduction in repairs at the Depot (G1 and G3) to be made.

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* Comment: Department V, which controls the Railroad Repair Shops (RAWs).

** Comment: Colonel Kalabushkin second deputy
to General Voronichev, head of the SCC Transport Department.

*** Comment: classes
L0-L3 are minor to medium type locomotive repairs, and class L4 is major
type repair.

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